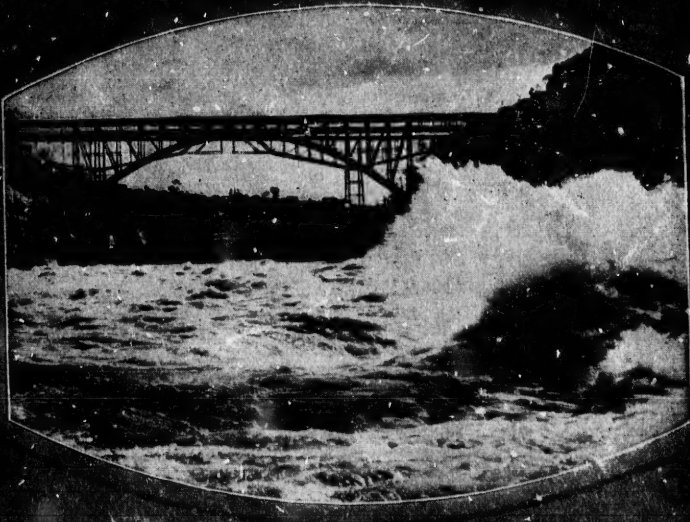


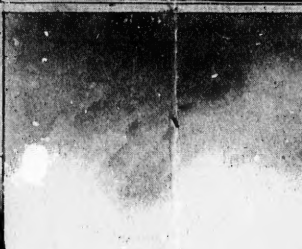
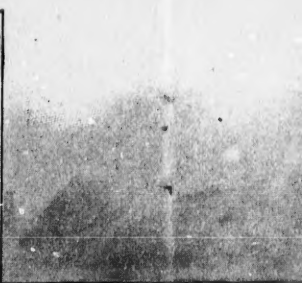
1883+

The NIAGARA GORGE R.R.CO.

*Great
Gorge
Route*



GODFREY MORGAN, General Manager
NIAGARA FALLS, N. Y.



1-UPPER END OF THE GORGE, NIAGARA FALLS IN THE DISTANCE.
WHIRLPOOL RAPIDS. 4-THE LOWER END OF THE GORGE.
FROM THE CARS. 6-THE GIANT ROCK.

"Great Gorge Route."

THIS is the best known and most popular railroad in the country. It is double tracked the entire length, rock ballasted, and provided with every safety appliance known in modern railroad building. Never in the history of railway enterprise has a road sprung into such sudden prominence and public favor. Hundreds of thousands of tourists who annually travel over this line give glowing testimony to its popularity.

What Has Been Accomplished.

The building of the Niagara Gorge Railroad, which had been a dream for years, but an undertaking looked upon as impossible, now stands as a monument to the ingenuity and marvelous engineer-

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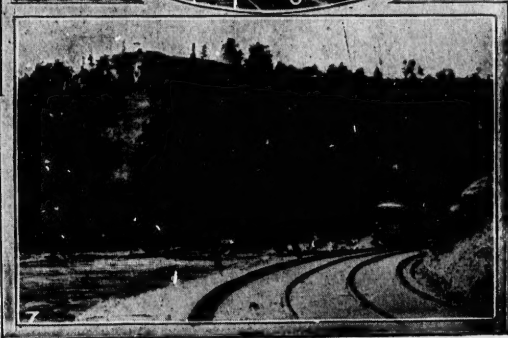
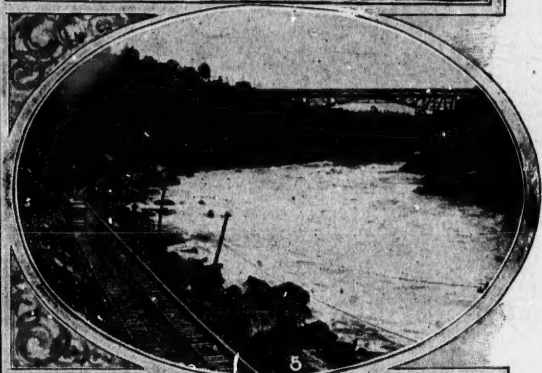
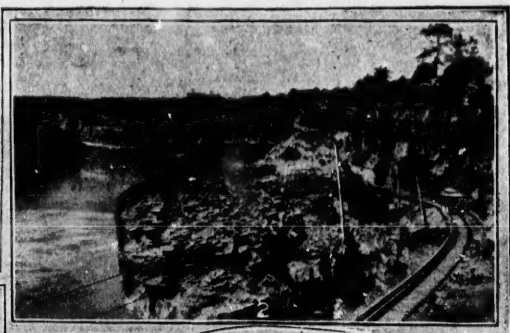
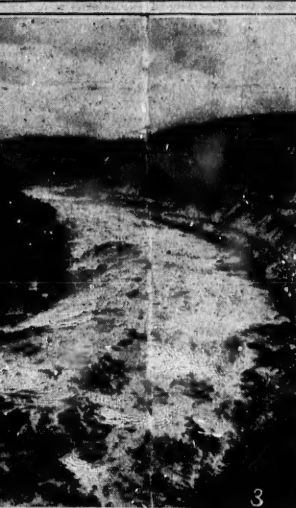
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THE DISTANCE. 2—ENTERING THE GORGE. 3—BIRD'S-EYE VIEW OF
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 E GIANT ROCK. 7—THE DEMON OF THE GORGE.

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ing skill of the end of the nineteenth century. It is an electric railroad running at the foot of the frowning walls which line the magnificent Gorge from the Falls to Lewiston, penetrating its deepest mysteries, and exposing to view for the first time in the history of man many weird and strange rock formations, the work of pent-up forces of nature—one of the grandest attractions at Niagara Falls.

“See Rome and die,” suggests more than simply looking at the Eternal City.

Anthony Trollope said : “I am inclined to give the palm to the Falls of Niagara. There is the fall of water alone ; but that fall is more graceful than Giotto's Tower, more noble than Apollo.”

The period since the visit of that illustrious English author to the shores of Niagara, in 1868, has been marked by remarkable events, prominent among which was the building of the “Great Gorge Route,” a feat in engineering which has astonished experts the world over.

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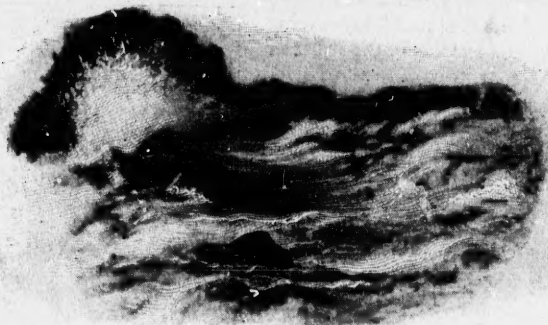
ONE WHO SIMPLY VIEWS THE FALLS SEES ONLY A PART
OF THE WONDERS AND BEAUTIES OF NIAGARA.

With the view of the Falls and Upper Rapids in mind, passengers may take the cars direct from Prospect Park. These will convey them a short distance on the top of the bank, passing all the railroad depots, and close to all the leading hotels of the city, also passing over the "hydraulic" canal, which supplies power for the "lower power houses." (The present output of this canal is 50,000 horse-power. When completed, it is estimated that it will have a total output of 125,000 horse-power.)



Then, at a gentle grade, the line starts down the side of the Gorge (see cut "Entering the Gorge," page 4), arriving at the lower level, twenty feet above the water, near the Railway Steel Arch and Cantilever Bridges (**Rapids View Station**), under which the line passes.

At this point the deep, sullen waters, which from the Falls above are thus far smooth and unbroken, enter the narrowest confines of the Gorge, and begin their descent toward the Whirlpool.



The Whirlpool Rapids.

The waters which have been moving slowly in solemn smoothness, as though resting after their terrific leap, here rise like mad-dened horses and with irresistible force are suddenly lashed into fury indescribable.

"One always experiences a vivid emotion from the sight of the Rapids," writes William Dean Howells, "no matter how often one sees them. . . . I had schooled myself for great impressions, but I had not counted upon the Rapids taking me by the throat, as it were, and making my heart stop. I still think that the Rapids are the most striking part of the spectacle."

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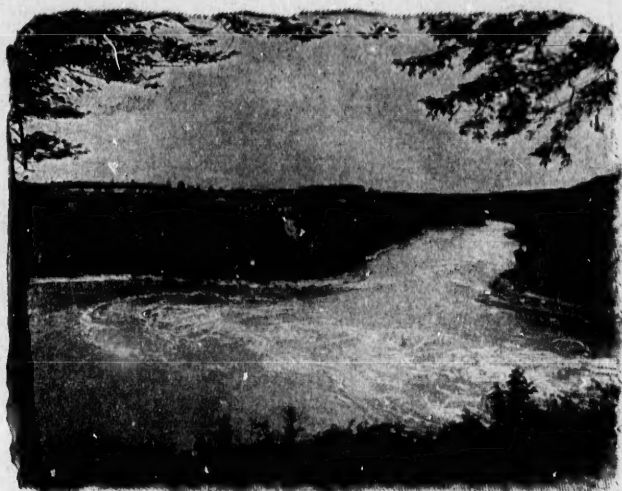
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It was in these rapids that the famous English swimmer, Capt. Matthew Webb, on July 24th, 1883, in a brave but foolhardy attempt to swim them, lost his life. Here also the first Maid of the Mist was at times almost entirely submerged in making its memorable and thrilling run to Lake Ontario.

Continuing down the Gorge in full view of this mighty, raging torrent which is rushing madly onward, the wondering passenger is presently brought into full view of the



Grand Whirlpool.

The scene here presented is, above all others, the most awe-inspiring. This great basin, which lies at the foot of frowning walls that line the magnificent Gorge, has been formed by the action of the relentless rush of waters which for ages past have been swept against its granite walls.

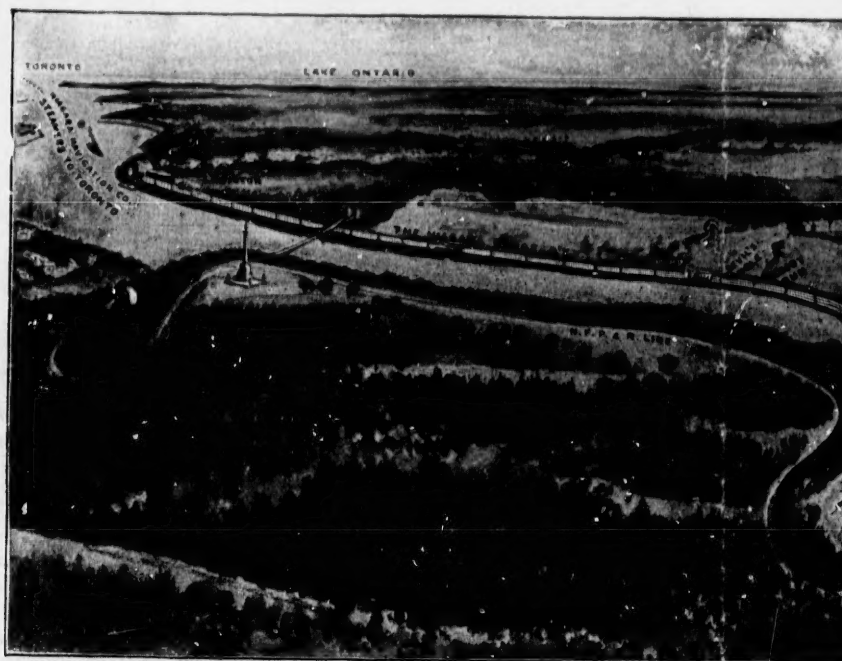
Here the river again rests awhile, circling around in sullen whirl.

Huge floating logs are sometimes seen suddenly tossing their ends high in the air, to be sucked down only a moment later into the vortex of the maelstrom. It is a weird and uncanny place. All at once the waters find their exit, and springing into motion afresh, set off again on their way to the sea.

Following the course of the river, the car now slowly rounds Horseshoe Curve, directly opposite to which, on the Canadian shore, are to be seen most remarkable rock formations. Standing out in bold relief, as if by the hand of a sculptor, may be seen the bust of a human form, known as the "Demon of the Gorge." (See cut, page 4.)

From the Whirlpool.

The passenger sees for the first time the marvelous phenomena of the great Gorge from a view-point that is entirely new and awe-inspiring. No distant glimpse from the top of the great frowning cliffs which now surround one can convey the true depth of the silent grandeur of this strange place. Passing through the narrow outlet from the Whirlpool, the passenger is given his first complete view of the most beautiful portion of the Niagara Gorge. Shadowed by the great frowning walls of rock on either side, 200 and 300 feet high, with the richest of verdure covering their sloping sides at the base, it offers a scene so wild, so beautiful and so new, that it seems almost beyond belief that it exists so close to civilization.



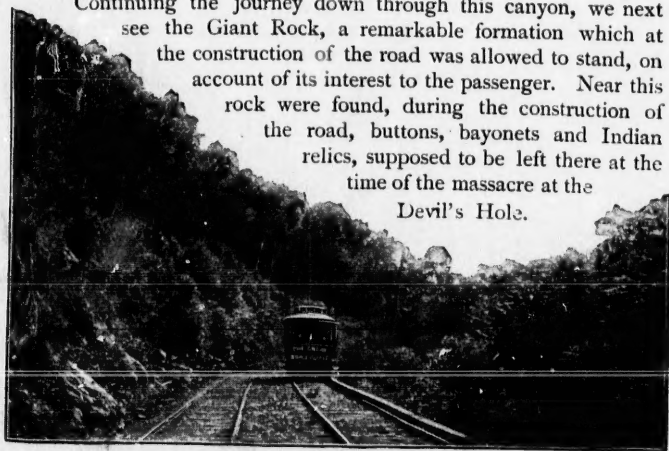
Ongiara Park.

In the midst of this marvelous canyon is a beautiful wooded park, appropriately bearing the name "Ongiara," the original Indian name for "Niagara," where the passenger may rest, and from rustic surroundings drink in the marvelous scenic grandeur of the great Niagara Canyon.

Giant Rock.

(See cut, page 3.)

Continuing the journey down through this canyon, we next see the Giant Rock, a remarkable formation which at the construction of the road was allowed to stand, on account of its interest to the passenger. Near this rock were found, during the construction of the road, buttons, bayonets and Indian relics, supposed to be left there at the time of the massacre at the Devil's Hole.



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"GREAT GORGE



THE MOST MAGNIFICENT SCENE

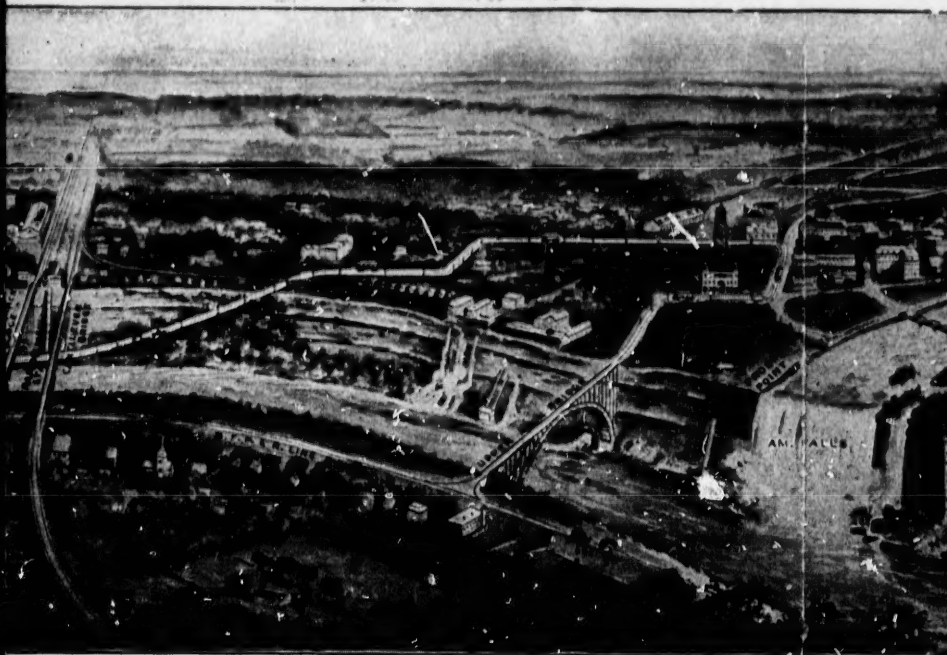
Bloody Run and the Devil's Hole.

The Devil's Hole is a weird spot, and was at one time a mighty cavern, famed in the legends of the red men as the abiding-place of the Evil Spirits, which gave it the name.

History tells us that the French explorer, La Salle, was the first white man to see this cavern, in 1678. Not quite a century later, on September 14, 1763, this same cavern was the scene of a blood-curdling massacre soon after the bloody French and Indian war. At the top of the bank an English provision train, guarded by a company of regulars, was ambuscaded by a horde of Seneca Indians. They swooped down on the unsuspecting Englishmen, and out of about ninety men, all but three were either butchered or thrown over the awful brink — horses, wagons and all driven pell mell over the cliff. One drummer boy, named Matthews, escaped death by falling



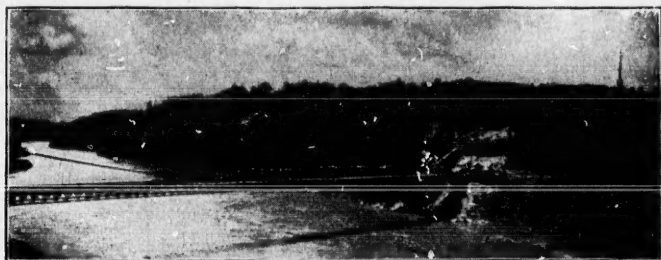
GE ROUTE."



NIC ROUTE IN THE WORLD.

into a tree and being caught in the branches by the strap of his drum. One of the others to escape was the officer in charge of the train, named Steadman, who broke through the ambushade, mounted on a fleet horse. The cavern contains many interesting features, the great Council Rock, the Mysterious Cave, and the bed of Bloody Run Creek, so named from its running red with the blood of the awful massacre in 1763.

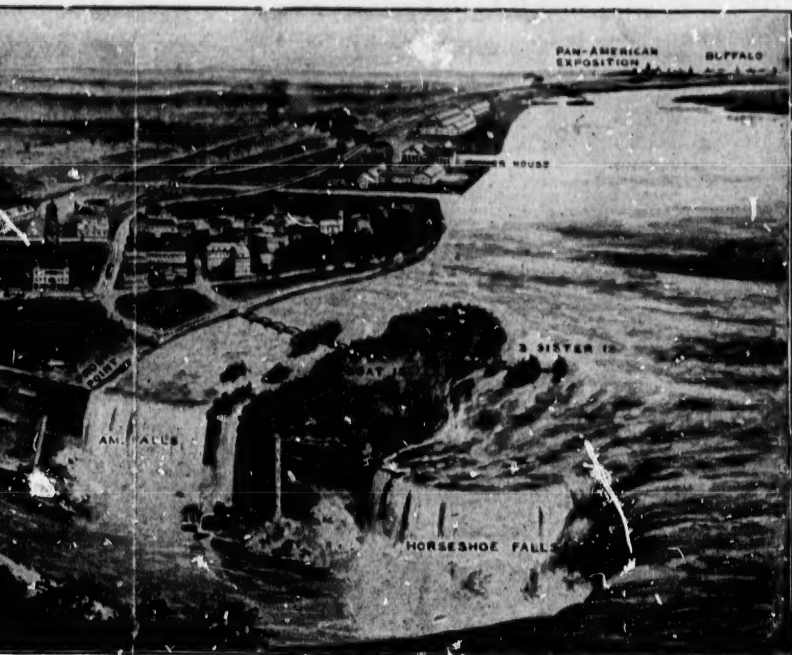
Still onward and downward in the valley, the cars follow the river, passing here the famous Devil's Hole or Lower Rapids. High on the Canadian heights towers the splendid shaft of Brock's Monument, erected by Canada to that brave English officer. Opposite, on the American cliff, are the ruins of old Fort Gray, whose earthworks beheld, in 1812, the battle of Queenston Heights. Between them has been erected a new Suspension Bridge, a graceful and substantial structure, replacing the first Suspension Bridge that ever spanned the



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Niagara Gorge, but which was destroyed by a severe storm in 1863.

Old Fort Gray.

The line at this point passes under the dim remnants of old Fort Gray, which was established by the American army during the war of 1812. It was situated on the topmost brow of the high bluff or mountain, the land rising suddenly at this end of the Gorge. The fort was built of earthworks and commanded a view of the lower river, enabling sentinels to see the approach of the enemy from the north. Back of the Suspension Bridge was the camping ground of the New York State Militia, which took part in the battle of Queenston Heights.

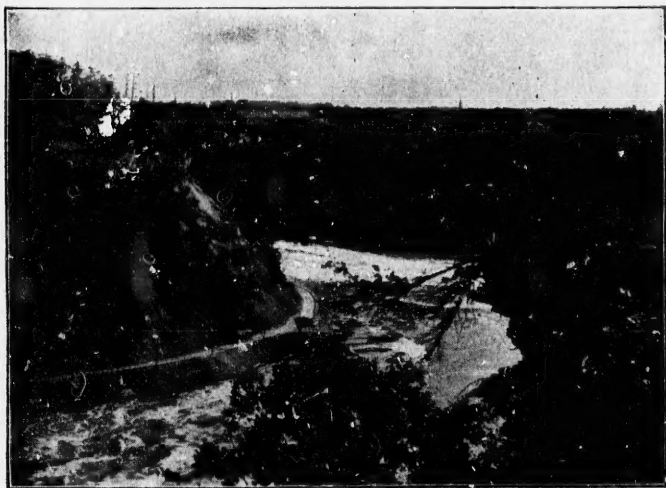
Queenston Heights,

as seen across the river, and which is marked by the noble monument of Gen. Brock, was the scene of a noted battle in which the American forces fought against tremendous odds, and fought desperately. The Americans crossed the river under the guidance of Asahel Sage, a pilot and guide, early on the morning of October 13, 1812. The British attacked them and General Brock, their commandant, was killed.

**THE ONLY RAILROAD IN
THE NIAGARA CANYON.**

Lewiston,

the ancient and historic village, around which are clustering the stories of the early pioneers, the bloody Indian wars, the romance of novelists high in fame, of poetry and song, is now reached. The river has widened here into a broad, navigable stream, beautiful and calm. Grandly and majestically it sweeps on to the great Lake Ontario, seven miles below. Here the road terminates, and here the passenger may enjoy hours or days in study, in fishing or recreation, to suit his taste. The ancient village is filled with pretty and interesting scenes; the old Frontier House, where that magic statesman, Daniel Webster, used to appear as attorney in court; the old burying grounds, where lie the soldier dead of the battle of Queenston Heights, the grave of Pilot Asahel Sage, and of countless heroes in history; the scene of Fenimore Cooper's novels, one of which was written in this old town; and other places that afford the visitor food for delightful study.



The Niagara Belt Line.

The return trip from Lewiston to the Falls may be made in either of two ways. Many tourists prefer to return by the "Great Gorge Route," in order to get the view of the Rapids from below, as well as looking down stream. The visitor may, however, take a car at Lewiston that crosses the International Suspension Bridge and traverse the historic heights of Queenston, climbing the bluff to a point near Brock's monument and running thence close to the edge of the precipice to the upper steel arch bridge, which it crosses, back to the American shore again. Whichever route is taken, the traveler cannot see all the beauties of Niagara at a single venture. As aptly put by Mr. C. D. Arnold, the photographer of the World's Columbian Exposition and of the Pan-American Exposition of Buffalo: "It would take a lifetime to see the Niagara Gorge properly. One might take a hundred photographs a day and yet miss something that is peculiarly and characteristically interesting. There is no scenery in America to equal that of the Niagara Gorge."

Fort Niagara.

The Lewiston & Youngstown Frontier Ry. connects at Lewiston with the "Great Gorge Route," and opens to the tourist a new, picturesque and historical line of travel.

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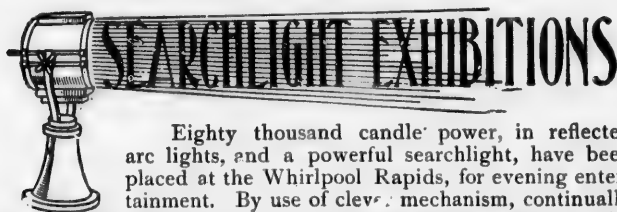
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THE WHIRLPOOL RAPIDS IN WINTER.

Fort Niagara is at present a regimental headquarters for the United States Regular Army, and there is no spot on the Continent around which gathers more of historical consequence and interest than this historical angle between lake and river.

Historical folders can be secured from the conductors of the Old Fort Route cars, which will add to the interest of this delightful trip.

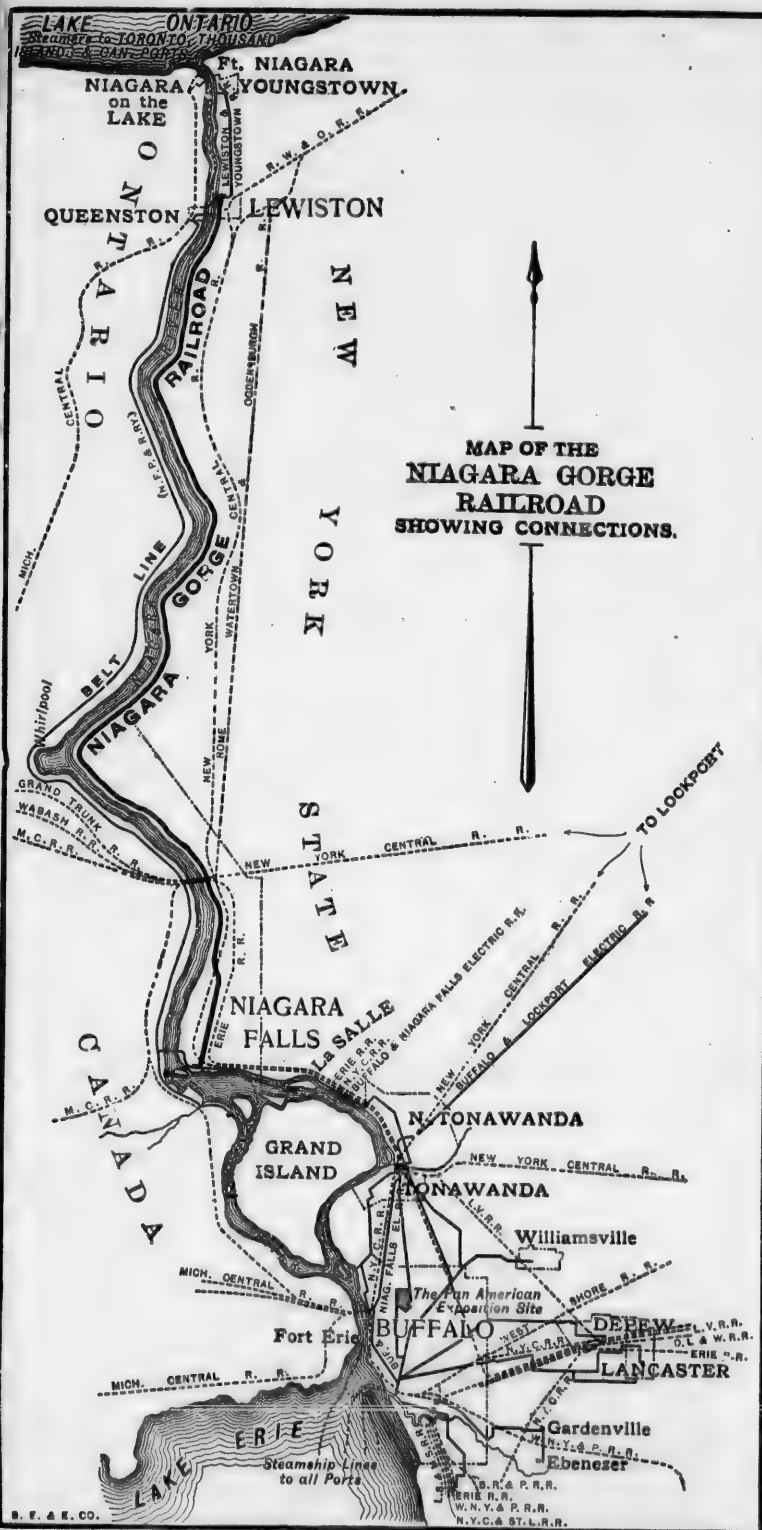


Eighty thousand candle power, in reflected arc lights, and a powerful searchlight, have been placed at the Whirlpool Rapids, for evening entertainment. By use of clever mechanism, continually changing colors are thrown on the foaming, seething waters. •The effect baffles all description—it is **MAGNIFICENT, MARVELOUS, SUPERB!**



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Erie Railroad.
Grand Trunk Ry.
Lehigh Valley Railroad.
Michigan Central R. R.
N. St. C. & T. Ry.
N. Y. C. & H. R. R. R.
Rome, Watertown & Ogdensburg R. R.
Wabash R. R.
West Shore R. R.

NOTE—Suspension Bridge is now called “10th St., Niagara Falls”—Rapids View Station of “Great Gorge Route.”

Lewiston, N. Y.

Niagara Falls P. & R. Railway (Belt Line).
Lewiston & Youngstown Frontier Railway.
Niagara River Line (Steamers).

Information for Tourists.

Information relating to trains, routes, tickets, the various attractions at Niagara Falls, etc., will be cheerfully furnished upon application at our office, 38 West Falls Street.

Stop-Over.

All lines routing through Niagara Falls or Buffalo allow stop-over privileges at Niagara Falls.



Lake Ontario Niagara River Line Steamers.—Making close connection with rail and steamers for all Canadian points.

Richelieu & Ontario Navigation Co.—For Thousand Islands, St. Lawrence River, Montreal and Quebec. Close connections are made with the Niagara River Line of Steamers.

Cleveland & Buffalo Transit Co.—“C. & B. Line” Steamers City of Buffalo and City of Erie leave Buffalo daily for Cleveland and Detroit at 9:00 P. M. during season of navigation.

Erie & Western Transportation Co.—"Anchor Line."
To the summer resorts in the northern lake regions, calling at Erie, Cleveland, Detroit, Mackinac Island, Sault Ste. Marie to Duluth. Meals and berth included in price of ticket.

Erie & Buffalo Steamboat Co.—Steamer Pennsylvania leaves Buffalo daily for Erie, Pa.

Northern Steamship Co.—Semi-weekly service between Buffalo and Duluth, making regular landing at Cleveland, Detroit, Mackinac Island, Sault Ste. Marie, leaving Buffalo Tuesdays and Fridays, at 10:15 P. M., Central time, and arriving at Buffalo, Tuesdays and Fridays at 11:15 A. M., Central time.

Free Parks.

The State of New York on one side, and the Province of Ontario on the other, have reserved for public purposes the best situations adjacent to the Falls, admittance to which is free. It is a matter of public note that the exorbitant charges, in many ways which have prevailed, have been abolished.



Private Car.

Parties wishing private car can secure same by making application *in advance*; the additional charge made for this privilege is exceedingly reasonable.

Stop-Over Transfers.

Conductors will furnish free stop-over transfers to passengers wishing to stop off at any or *all* points of interest. **Be sure you secure transfer checks from the conductor each time you stop off.**

Schedule of Cars.

"Great Gorge Route" cars leave Prospect Park, Niagara Falls, every fifteen minutes during the season, passing through the main streets, past all the principal hotels and depots, for Lewiston. Running time between the two points, forty-five minutes. The road is operated all year around with the exception of two months from March 1st to April 30th.

Baggage.

Baggage Regulations.—Personal baggage not exceeding 150 pounds in weight will be checked on each full ticket, and 75 pounds on each half ticket, free of charge.

Rates of Fare.

Single Trip	\$0.50	Round Trip	\$0.75
Niagara Belt Line	1.00	Belt Line from Buffalo	1.50

For further information as to rates of fare, tickets, baggage regulations and descriptive folder, call on your nearest ticket agent, or address :

GODFREY MORGAN, General Manager,
NIAGARA FALLS, N. Y.

R. M. MELVILLE, Canadian Pass. Agent, TORONTO, ONT.

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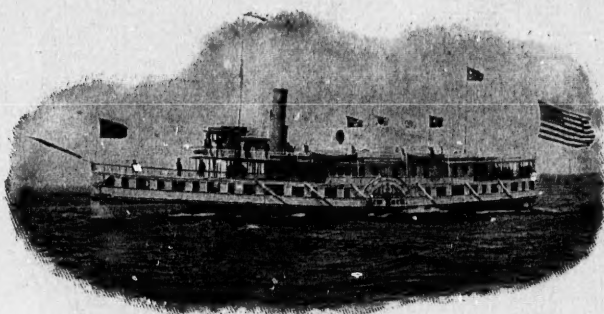
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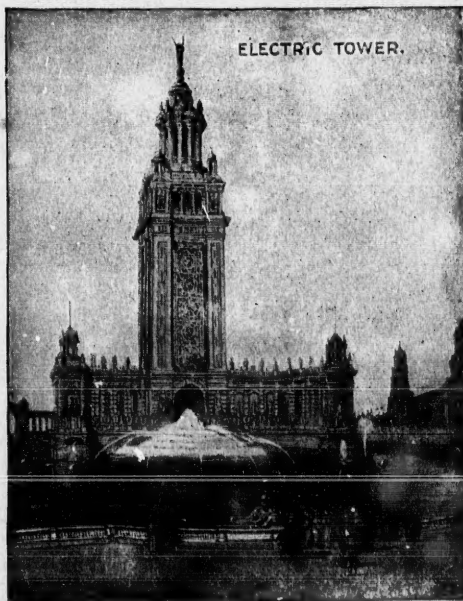


The Niagara Belt Line, described on page 11, may also be made by taking the steamers of the International Navigation Co. to Slater's Point, thence down the Canadian side and up the **GREAT GORGE ROUTE**. This is an interesting trip, showing the Niagara River from Buffalo to Lewiston.

Fare for the Round Trip \$1.75

The Pan-American Exposition.

The chief purpose of the Exposition is to illustrate the progress of the Western Hemisphere during the Nineteenth Century.



Extensive exhibits are contributed by the countries of South and Central America, Canada and the United States.

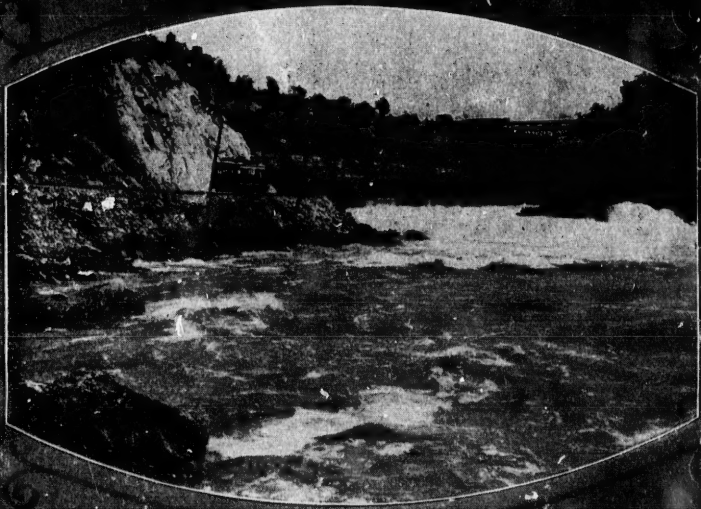
It is also the **GREATEST ELECTRICAL EXPOSITION** ever held.

The Exposition covers 350 acres.

Further information will be supplied by the Pan-American Bureau of Publicity, Buffalo, N. Y.

The
NIAGARA GORGE
R. R. CO.

*Great
Gorge
Route*



GODFREY MORGAN, General Manager,
NIAGARA FALLS, N. Y.

